The Register of the 7th inst, in its notice ing any obstruction in Sandusky Bay, and against the Port Clinton R. R. Company, reindirectly, the Junction Company in its at nature of the injunction, as it was granted: | es, who are called as expents, to differ in opin tempts to construct a railroad across said bay complains that the thing "was done in a cor-ner." "without giving a chance to the defend-ten miles was found to be across the Bay, by when received on one side only, yet when ants of being heard." I is not worth while way of Port Clinton. The Directors of the both sides are considerd, the parts neutralize to make any answer to this charge upon the Junction Road, fearing those interested in have each other so as to produce no very decided court, as our readers will undoubtedly be satisfied, that that tribunal was as well aware of of Ohio, under a charter called the Port Clin- In such a case, the preventive and extraordi the principle which should govern in a case ton Company, and located their Road and con- nary remedy invoked, ought not to be given. where notice is required, as the Register could tracted for the building of the same. The It is a remedy which may be ruinous to one of be, and to doubt the propriety of their application, is to doubt the integrity of the court; not bridge under their charter, but that the a thing which we are far from supposing a Port Clinton Company could bridge the Bay, that whenever it is proved to the satisfaction candid person would wish to be understood to and under that charter the Junction Road will

The Register has been in trouble, ever since the fact of the pendency of the petition for injunction in the District Court became inhabitants of Fremont would not stand idly by and see the acts of the Legislature distorted, and their avenues of commerce closed or obstructed by a soulless corporation—the tool of a rival town. Up to the time of the decision of this case by His Honor, Judge McLean, the Register showed by its conduct that the water was warm; but since that time it has on every page of the Daily, lo! there came Hear what the Blade says of the opinion of the another "flash" announcing the startling fact, learned Judge: that an injunction had been allowed against the Junction Company, but withheld as to the Port Clinton Company. The Register sees and moreover, wishes every one else should they supply them with suitable draws to fasee the same thing, forgetting that colored nal entry in the case, he says: "It will be seen, therefore, that the 'right of

crossing navigable waters' with a railroad bridge, is fully and conclusively established. We see by a paragraph in the Columbus Statesman, that its editor is under a misanprehension as to what the decree is; as it seems to suppose the bridge cannot be built. But it will be seen the right of the Port Clinton Company to construct it is conceded, and of this organization the parties desiring it will (so has Sandusky City with Toledo,) but that avail themselves, without doubt."

persist in giving an incorrect statement of the mouth of Sandusky Bay to the Plaster Bed, decree of Judge McLean, in the Junction Rail- and thence in a direct line to Detroit across road Injunction Case, -- an error which origi- Lake Erie, leaving a "draw to facilitate! the nated with the Ohio Statesman. The Buffanated with the Ohio Statesman. The Buffa-lo Express, Cleveland Plaindealer, and other and also one nearly in a line from Cleveland not worth the candle. papers, appear to be still 'in the dark' as to to Toledo, through which vessels may pass the true character of the decision. Having al- with facility. Would not the Blade conceive ready called attention to this error, and having this to be a plain encroachment upon the also published at length, the Decree of the rights of Toledo? (of course Sandusky would rushing from the charmed circle of home Court, and the opinion of Judge McLean, as as to herself.) If his construction of this opinwritten out by himself, we ask those papers jon of his Honor be correct, Toledo has no remwhich have been misled, as above, in justice edy. Suitable "draws" have been left in the not only to the Junction Railroad Company, road, or bridge, and you say Judge McLean to say with Burke, "the age of Chivalry is but to their own readers, to publish the facts has decided that "navigable waters" may be as they exist, and as they are stated in the an- crossed, on the conditions of leaving draws, a

of last evening that an injunction was granted as aforesaid, would you then, as now, say: against the Junction Railroad of Ohio, prebut upon a survey being made, the shortest such a doctrine." raute by some ten miles was found to be As to the Register, we can easily judge of those interested in having the Road go to Fremout would ask for an injunction, organized be far distant, when we shall have an expresunder the General Law of Ohio, under a charsion of the Register's mind in a case similar to ter called the Port Clinton Company, and lothe one supposed. cated their Road and contracted for the buildtheir charter, but that the Port Clinton Com- Judge McLean in his opinion. He says: pany could bridge the Bry, and under that . The plan of the Bridge over the Sandus charter the Junction Road will build the bridge.

It settles an important question to the Roads leading West, as the Toledo & Norwalk Road crossing being within his jurisdiction, it is not mee at Toledo to avoid the ferry. This will ter," a bridge may be constucted as proposed, enable them to go at once to the work and if it cause no obstruction to commerce." Does

Fremont Journal, Fremont Democrat, Perrys- ister claims? Most certainly-providing they burg Journal, Maumee Times, and such other cause no obstruction to commerce-a propopapers as have been led into the error, to the sition which no man in his sober senses ever above correction by the Tribune."

ure, too, no doubt, in introducing this "disinter- lic right or the free and unobstructed use of ested testimony," and calling the attention of the Fremont Journal, Fremont Democrat, Perryaburg Journal, Maumee Times, and such right is paramount to all states authority." other papers as have been led into the error." to the above correction of the Tribune.

Now I am certain that no one of the above prints would forsake truth for "error," but I Bridge, including the Sandusky River, is not crate the South, the Church, and every thing am morally certain, that many of them choose large, but it is of sufficient importance to bring to adopt their own construction of Judge Mc-Lean's opinion, even in opposition to the high power of the Union, and to require its protecanthority of the Tribune-at least I think Now the Register will ask, why it was if such is the case with the Fremont Journal and "the general commercial right is paramount to

to the propriety of making a correction of our the Bay acknowledged? This question is easistatement copied last week from the Obio ly answered. Statetman, in regard to the injunction obtain- The Judge says nothing more nor less than ed in the Supreme Court at Columbus, against this "that the petitioner has failed to prove

of the Injunction allowed by the Court of the Junction Railroad Company, bridging the the Bridge, to be an obstruction and until Common Pleas of Ottawa county, on the 3d Sandusky Bay. The true version of the inof May, enjoining the officers, agents, &c., of junction seems to be that the Junction Rail right to proceed with the work" (always prothe Junction Rail Road Company, from plac. Road has not the power to bridge the Bay, viding Injunction No 2 does not put a stop to but that the Sandusky and Port Clinton Rail their proceedings.) Road has, and that the Bay will be bridged This will be observed by perusing the last under their charter. The Register says that clause of the opinion which is here added: straining them from aiding, either directly or the following is the correct statement of the "Nothing is more common than for witness

ed to go West through Fremont, but upon a a balance as not to incline the scale on either njunction, organized under the General Law the evidence in the case under considertion. build the bridge.""

As will be seen by the above, the Times acknowledges the authority of the Tribune, known: when it was first ascertained that the at Toledo, by the T. N. & C. R. R. But if he of Sandusky Bay. finds it a hard pill to swallow, let him cut out of the Tribune's columns this passage, and paste it in the top of his hat:

"It (the decision) settles the important question to the Roads leading West, as the Toledo and Norwalk Road are about building a bridge ed upon and loudly deplored in the United across the Maumee at Toledo, to avoid the

Consoling, that-neighbor Times. The Register finds extreme felicity in the absolutely became Aot. From the perusal of fellowship of the Toledo Blade, who, it would its telegraphic despatches, every reader of the seem, like himself, believes the bridging of any water lawful and proper, when it will result Daily would have immediately concluded, that in benefit to his own village. The love of one's as to poor Fremont, the cake was dough; that own town or section of country is no doubt the Junction Company had achieved a signal commendable, if he be a little selfish. But triumph. But while exultation was written that patriotism will sacrifice the principles of

"This opinion is a very important one, and decides the question of the right of Railroads to cross navigable streams in their favor, on Port Clinton Company. The Register sees principles of general application. It can no here the defeat of the petitioner—sees the longer be doubted, under this decision, that right to cross navigable waters with railroad Railroads may cross any of the navigable bridges, "fully and conclusively established," streams of the country, by bridges, provided

cilitate the passage of vessels." Now we fully agree with neighbor Blade glass sometimes gives to objects false colors, that this "is a very important" decision, "and as vide the experiment with the ass and the fixes the right of Railroads to cross navigable bundle of shavings. So anxious is he to have streams," providing they in no manner obevery one understand these things properly, will allow the Register to be correct when he struct navigation. But for argument sake we that he straightway commences to correct his says, that "the right of crossing navigable was and worship them. They would be baffled, or any of them may have, if any, under the provis- did not know whose duty it was to see that neighbors; for instance, in publishing the jour- ters with a railroad bridge is fully and conclusively established," by Judge McLean's dicta. And for the same purpose we will for one mo-ment admit that the Blade says truly, "that it can no longer be doubted under this decision that railroads may cross any of the navigable streams of the country by bridges, provided they supply them with suitable draws to facilitate the passage of vessels."

> are anxious to become nearer neighbors. It is true they have a direct water communication. method of travelling has become entirely ob-

nexed passage from the New York Tribune, thing which it is proposed to do in this case. which we quote as disinterested testimony:

"We notice a report in the Evening Post and also the proposition to construct the road

"In these days of Railroad predominance, venting them crossing the Bay at Sandusky, there can scarcely be any portion of the Union which, without explanation, is likely to mislead to which it will be unacceptable, for the very the public. Upon inquiry we learn the facts good reason that the great termini of our are as follows: The Junction Road was origiinally chartered to go West through Fremont, ally in a condition to need the protection of

across the Bay, by the way of Port Clinton. - its course in such a case, and we should no The Directors of the Junction Road, fearing doubt be forcibly impressed with the value of consistency in view of it. The time may not

But we claim that the conclusions of the ing of the same. The whole question came Register and Blade, "that the right to cross up before Judge McLean, and he decided that navigable waters by railroad bridges," at all the Junction Road could not bridge under events, are not warracted by the language of

are about building a bridge across the Mau-doubted that under the "Port Clinton charavoid what has been a great hinderance to this look like allowing Railroads to cross navipassengers.'

"We respectfully invite the attention of the that right fully and conclusively" as the Reggable waters at all events? Does this establish doubted. The learned Judge goes on to es-The Register takes great pains, and pleas- tablish the existence of too rights, 1st Pubevery navigable water connecting two or more States, 2nd The Local right, or the right to cross such waters. , The general commercial That he considers this a proper case for the

interference of judicial power will be seen by the following. "The commerce on the Bay above the it under the regulation of the commercial

remont Democrat.

the local right" and if "the commerce of the a fit of insanity, committed suicide at his residence in Mt. Vernon, O., a few days since. with all the desired corrections, and we have no doubt the Register is well pleased with it:

"The Sandusky Register calls our attention but, on the contrary their right to cross every woman chews tobacco!"

The Judge says nothing more nor less than

"The Junction Road was originally charter on, and when this difference is so nearly on

It will be readily perceived by the foregoing of a court of competent jurisdiction, that the proposed Bridge will be an abstruction, that legitimate child known as the Port Clinton Rail Road Company will receive its final senand stands corrected. We therefore hope he tence, and piles of moldering timber, mark will not object to the bridging of the Maumee the spot where it lies buried upon the banks

The Ladies of America.

It is strange that the "oppressed condition of woman," should be more vehemently insist-States, than in any other part of the civilized world. Is it because the appetite for homage all deficiences in the editorial departmentgrows by what it feeds on, that the profound this week. espect with which ladies of America are reated by the opposite sex fails to satisfy their champion? Relieved from the rough cares of life, waited upon, carressed, all but worshiped; defered to in public, supreme at ome; reigning over the hearts, and exercising a powerful, although unacknowledged influ ence over the heads of mankind; the queen bees of the human hive, for whose satisfaction we toil, scheme, and hoard, often times periling life that they may enjoy its comforts and luxuries-what would they more!

The greatest evil that could be inflicted apon the gentle creatures would be, to grant to them all the, priviledge' claimed for them to bind us in silken chimes at home.

Is not their sway shoost absolute? .Make rated companies in the State of Ohio." Now, the inhabitants of Huron and Detroit place of honor. We rise that they be scated. The 24th Section referred to, authorizes Rail selves may in some way be compelled to an under shelter.

Here then commences the course of corrections in which the Register has been ever since so busily engaged. For the next specing of Detroit and Huron propose constructions in the desired and Huron propose construct people of Detroit and Huron propose con-structing a railroad from Huron up the beach manly hands are ever ready ato avenge even mont, thence west to the Maumee River and west "We observe a number of our exchanges of the lake to Cedar Point, thence across the a look that threatens them with insult." we say again, what would they more?

level. You will soon find that the game is Railroad Company may succeed for a time, through

"Domestic happiness, the only bliss

That has survived the fall," into the arena of busy life, and insist upon sharing the rough and tumble of this "bank note world." Then, indeed, would we have gone-New York Weekly Messenger.

The African trade (the kind of trade Mrs. was our Yankee authoress landed in Liverpool, it appears, than she was presented with £130 sterling. What for, as she is not understood to be in necessitous circumstances, we advertisement. cannot imagine. John Bull would seem to

think Uncle Tom has come a-begging! £130 is just \$650. Mrs. Stowe is certainly not much in need of the money, if the reports be true touching the enormous income she has received from the sale of her romance. If we could persuade her, we should see it appropriated something after this fashion: \$300 (say) to buy the freedom of one slave.

100 to send him to Liberia. 100 to the Negro Orphan Asylum here. 100 to learn one little Negro to read and write.

50 to enable him to emigrate.

the African slave trade, the year to come in the following appropriations are more likely to cheap.

be made: \$100 to entice slaves to run away, South 100 to pay the expenses of ditto.

100 to send him to Canada.

50 for subscriptions to "wooly" newspa-50 for lectures on the Higher Law. 150 for a grand amalgamation dinner.

000 for the relief of the sick and distress The next bag of gold Mrs. Stowe is presenan accursed bargain, and the others to exe- sy a rich TREAT. Come and hear. and every body else that don't join hang with them. It is so be hoped that comm John will

hurry up the funds -N. Y. Express.

Jeone Jessy B. Thomas.-Judge Thomas,

THE JOURNAL:

FREMONT, OHIO.

I. W. BOOTH Editor.

SATURDAY, MAY 14, 1853

WHIG STATE NOMINATIONS.

FOR GOVERNOR, NELSON BARRERE. of Highland.

FOR LIEUTENANT GOVERNOR. ISAAC J. ALLEN. of Richland.

POR TREASURER OF STATE. HENRY BRACHMAN. of Hamilton.

POR SECRETARY OF STATE. NELSON H. VAN VORHES. of Athens.

FOR ATTORNEY GENERAL. WILLIAM H. GIBSON. of Seneca.

FOR SUPREME JUDGE. FRANKLIN T. BACKUS. of Cunhoga. FOR BOARD OF PUBLIC WORKS,

JOHN WADDLE. of Coshocton. The absence of the editor, will account for

The Junction Rail Road Injunction.

Road Company and others, in the Court of Com-mon Pleas of Ottawa county, Ohio. On the 3d day of May, 1853, a provisional inunction was allowed in this case, enjoining the Sandusky Bay, or spen any other route from Sandusky to the Maumes River, than by the town of Fremont; and enjoining the Port Clinton Rail mile off; shut off steam and whistled down the Road Company, and all other defendants, from the light of Southern Michigan train half a mile off; shut off steam and whistled down the breaks, but did not reverse the engine, because directly or indirectly, aiding in the construction he thought there was no occasion; if he had by their self-constituted representatives. The of the Junction Rail Road across the Bay, or on reversed the engine, the train would have prestige would be gone. Jostling us on change, any other route than by Fremont. At stopped. bidding with us in the market, arguing with the term of Court of Common Pleas of Ottawa The testimony of these men is enough to us on the bar, legislating with us in the Sen- county, just closed, the defendants moved to dis - hang every one. Look at it again for a moate, sharing, or trying to share, with us, all solve or medify the injunction. The Court re- ment. Whitney, conductor, says he know the labors that are now imposed upon the fused to dissolve or modify the injunction, except nothing about the running time of the Michtougher muscles and hardier minds of men, as follows: "On motion to the court, It is order- igan Central road. Davis, engineer, says he they would soon loose the refinement, the del- ed that the provisional injunction allowed in this was running about as fast as he could, and cy, the moral beauty, and even the person- case on the 3d of May, 1853, shall not be con- that he did not know the rules printed on al attractions which now render them objects strued as prejudicing the defendants or others of his time table. Tyler, conductor, says he of admiration. We should no more bow down them, in the exercise of any lawful right that they had no head lights, being out of wicks, and and thrust aside by superior strength and ac- ions of the 24th section of the act of the General there was a head light. Rackan, engineer, tivity abroad, and no longer have the power Assembly of this State, passed May 1st, 1852, to says he had run trips without head lights

we step out into the storm that they may come Road Companies to aid other Companies, under swer for their failing to keep the proper For them we make the rough places smooth
—for them we buy, and build, and beautify.

sistent with the objects of their charter. But it line of the State, and the Company are enjoined Ladies of America, for your own sakes, do from, directly or indirectly, constructing their Road Manefield & Newark Railroad, was thrown not attempt to bring yourself down to our on any other route. The present managers of this from the track near Lexington, by coming in the misrepresentations of their hired Press, in immeans of the company in attempts to evade its charter and the law: but it will avail them nothing. The longer they persist in their unlawful course, the greater their final ruin. It may not materially effect them, except in reputation, but it will very materially effect the pockets of the stockholders of the Junction Company.

New Arrangement.

Beecher Stowe is engaged in) in England an accommodation train on the Toledo. Nor-

W. B. Kridler advertises a fine stock of Clothing, of every description. Read his ad- N. Y., and the Express from Dunkirk, came vous system remains attached to it lives, while vertisement in another column.

The Board of School Examiners of Sandusthe examination of teachers

Canfield & Mitchell advertise a choice lot of American cutlery-which they warrant to be what it is recommended. Also Gil-Now, if Mrs. Stowe were not a professional christ's "Celebrated American Razors," which ionist, she would certainly spend the are said to be the greatest alleviation to one of other Vanderbilt steamer, S S Lewis, on her money she is making and is going to make in the greatest ills man is heir to—shaving; to—s Great Britain, as we have suggested. But be gether with a large assortment of glass of all in the morning, and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and finding it impossible to the intensely hot and dry wind which on the morning and th ing an abolitionist, and the real comfort of the sizes and the best quality. The "Boys" also get off, all the passagers, four hundred in numnegro, therefore, not being at all in her way, have a few tuns of Hardware to dispose of __ ber, were landed safely. Nearly all the bag- on the deserts of Africa. The temperature of thus bamboozled by these gentlemen."

> Z&C. D. Hall bas just received his large It is supposed that the loss will amount to stock of Ready-made Clothing, Boots, Shoes, \$200,000. The steamer Jenny Lind exploded &c., and is now prepared to clothe the people in the best style for a mere trifle.

DR. A. B. ELLIOT, of New York, ted with ought to be paid into the fund for the er, will hold forth at the Court House support of abolition editors and lecturers; the on Monday evening, May 16th, at first to keep on denouncing the Constitution as early candle lighting. We prophe-of the high prise and comparative scarcity of

Sadusky River at Tiffin will be a fine struct ure. The two principal Wire Cables will be four inches in diameter, and two laudred Australian market. Beef is getting so high and twenty two feet in length, the Towers in New York, by these causes, that none but from which they are suspended, at either end, the rich can afford the luxury of eating it. an old and well known citizen of the West, in and twenty-two feet in length, the Towers being seventeen feet high. The span be O. S. Journal.

tween Abutments will be two hundred and ten feet. It is estimated that the cost of this work will not exceed five thousand dollars .-Sandusky Cam. Register.

The late Collison -- The cause of it, and the persons who are to blame for it. The Cleveland Herald of the 29th, says:

The Citizens of Chicago have called a public meeting, to be holden in Market Hall on the 20th inst, to take into consideration the steps proper in view of the recent catastrophe The packages taken from the Galena mail at the time of the accident, were those of the 23d, for Portland, Providence and Hartford, and some packages for Albany, from the Chicago office; the Boston package is also gone and several small packages. The second and third coroner's juries have been in session. Among the killed are Susan Smith of Little Falls; Stephen D. Gray of Whelock, Vt., and Mr. Misener. Mr. Gray was a far mer from Vermont, who came west to see the country, was returning home to bring his family. A man from Canada with his wife and four children, are all supposed to be killed. The dead number about eighteen, with forty to fifty wounded-some dangerously. The conductor on the train of the Southern Michigan road, H. L. Whitney coming east, testifies that the night was clear but moon not up, that there is no rule to whistle or ring at railroad crossings, and that he knew noth-

ing about the running time on the Michigan

Central road; that a train with a good head

light could be seen three miles on the night

of the collison.

The engineer on the southern Michigan train, Edward Davis, testified that he was running about as fast as he he could at the crossing. being behind time; was not a quarter of a mile off, when he saw the sparks from the locomotive of the Central train. This witness produced a time-table for his guidance n which was a printed rule, requiring the ut-going trains for Chicago to avoid all the trains on the Michigan Central road, and witness stated that he did not know of that rule until that morning. The conductor of Michigan Central road, M. M. Tyler, testified that he was seven hours behind time, and had no head-light because he had no wicks; was in-James More and others, vs. the Junction Rail structed to carry lights on the rear-car, but learn by heart, or to commit to memory. We had no instructions in regard to head lights; supposed somebody had. The engineer on the Michigan Central road, Thomas Rackan, Junction was allowed in this case, enjoining
Junction Rail Road Company from, directly or
indirectly, constructing a Rail Road across the
Sandusky Bay, or upon any other route from Sanand he had no head-light for two trips. Saw
and he had no head-light for two trips. Saw

provide for the creation and regulation of incorpo- and that he did not reverse his engine. If that testimony will not convict these men of com for ladies,' is the shibboleth of the This Modification, or explanation, is not intend- manslaughter—even murder—there is no American gentleman. In all social gatherings, ed to, and does not, vary in the least the force of use for testimony. It is the most infernal at all public amusements, in omnibus, the car, the original injunction-which did not prevent the slaughter of life by railroad officers ever rethe steamboat, on the side walk, and even in Junction Company from doing any act intended corded. We hope the law will deal with the house of God, we concede to them the to promote, in good faith, the objects of its charter, those men, and that the companies themcertain creumstances, by subscription of stock or watchmen at these crossings—in not provi ding lamp-wicks, having been told they were out; and not posting before their engineers each others time table.

We clip the following from the Sandusky

The Freight Train which left here at six o'clock yesterday morning, on the Sandusky, contact with a cow. Being near a Bridge which spans a small stream, the Engine was posing upon the public, and also in squandering the precipitated into the water; and we are pained to state that the Conductor, Mr. JAMES TEEGARDNER, of Mansfield,-the Engineer JOSEPH ST. PETER, and the Fireman, named of the body, they are increased by repetition, which road you please." were borribly mutilated. Mr. Theoarden, it joyment. A few books, together with expeis said, was thrown into the water, and when rience, are better than many. The greatest the dispatch was sent, his body was still under men have not been book-men. Washington the ruins. The Engineer resided at Newark, was not a great reader. It is from a few pracand leaves a family. We have not learned tical truths, experience and reflection, that the probable amount of damage done to the much knowledge is to be gained. On and after Monday next, there will be Train, by this sad accident. No loss of life has hitherto occured on this Road for nearly as will be seen by reference to the Railroad cattle to run upon Railroad tracks, it is nearly er of respiratory mechanism, the vital point of impossible to guard.

New York, May 10.

ANOTHER COLLISION.—The Emigrant from in collision last evening at 8 o clock, on the and several others injured. Both locomotives visible. ky county, will meet at the office of G. W. and baggage cars, and the first cars were Glick, Esq., on Tuesday next., the 17th, for smashed. The wounded victims were brought to the hospital in this city. A new time table went into operation yesterday morning, and it is said the emigrant train left Jersy City an hour and a half before its time.

From California

The Daniel Webster reports the loss of anashore north of Bolinos Bay, at three o'clock

while going from Alviso to San Francisco, having one hundred and thirty passengers, mostly from San Jose. Sixty were badly scalded, and about twenty dead, including seven children. The survivors and dead boded Uncle Toms in the northern cities, the renowned Temperance Lectur- les were brought to San Francisco by the his only means of alleviating his suffering.

> The New York papers complain beef in that city. The large amounts they have heretofore received from Illinois, &c. they say have been turned to another channel. hey are now driven in immense droves to Mornia. It is also said that large amounts of beef are packed in New York for the

For the Journal. TO MY SISTER.

Sister? I often think of thee, Though far from thee removed-And trust, that you will think of me, Thy Brother, thou didst love.

Shall e're thy Memory be effeced, From off my humble heart? No. Sister! It shall bear a place, I'll bid it ne'er depart.

I hope to meet thee , once again, Upon the Earth's broad face; And if my prayers are not all vain, I will thy form embrace.

Though many miles from thee away, I will remember thee-And if my frame should here decay, Preserve my memory.

Educational Department.

Synonymes.

MEMORY-RECOLLECTION. Memory retains past ideas without any, or with little effort; recollection implies an effort to recall ideas that are past .- Webster.

TO MEMORIZE-TO COMMIT TO MEMORY. To memorize means to record; to hand down to memory by writing

Ex.—They neglect to memorize their con quests of the Indians .- Spencer.

To cause to be remembered. Ex .- They meant to memorize another Golotha .- Shak.

To commit to memory, to get or to learn by heart, mean the same thing, and are thus defined by Webster: To learn so perfectly as to be able to repeat without a copy. Hence, it is not correct for a teacher to require his pu pil to memorize that he desires him to yet or have observed that most teachers use the word memorize in an incorrect sense.

TO REMEMBER-TO RECOLLECT. We remember what has happened without any great effort; we recollect after some exertion of the memory. When the idea of some past occurrence presents itself spontaneously to the mind, that occurrence is remembered; but when, after several attempts, an idea be omes clear and distinct, it is then recollected It will therefore be more proper to say-"I do not remember"-and, "I cannot recollect." ----His tongue

Sounds ever after as a sullen bell Remembered knolling a departed friend.
[2 Henry IV., i. 1.

----It did relieve my passion much; More than light airs and recollected terms. [Twelfth Night, ii. 4.

Remember with what mild

And gracious temper he both heard and judged. [P. L., x. 1046.

Soon recollecting. [Id., i. 528.

——The scene that lay Before our eyes, awakened in my mind Vivid remembrance of those long-past hours The Excursion, vii. -Crossing the career

Of recollections vivid as the dreams

Of midnight .- Desultory Stanzas.

FF We notice the passage of the follow ing resolution by the teachers of Seneca county, at a recent meeting of their Association,

Resolved, That the Teachers of Seneca Andrews as first State Commissioner of Com- one of the servants to inquire which of the mon Schools, contained in the April No. of the forks of the road to take. - Mr. Randolph not Ohio Journal of Education.

Mental Pleasures never cloy; unlike those McLear, were instantly killed. The two latter approved by reason, and strengthened by en-

a year, and it has been remarkably free from of Sciences, it was demonstrated by a learned seems to pay exceedingly well. No sooner walk and Cleveland Road. The running accidents of serious nature. But, against those academician, from various careful experiments time of all the trains is materially changed— resulting from the common practic of allowing on the brains of animals, that the motive powthe nervous system, is not bigger than the size of a pin's head. Upon this tiny speck depends the life of the nerves, which is the life of the animal. Whatever portion of the nerthat which is separated immediately dies. It branch of the Eric Road. Four breakmen is a singular fact, that the greatest forces and injured, and one passenger had a leg broken, powers in nature touch the domain of the in-

Winds.

The PUNA winds are those dry and piercingly cold winds which, for four months each year, sweep from the snow-capped peaks of the Cordilleras, over the puna or table lands between | des' but what, your honor does he know the Cordilleras and the Andes. The Peruvi- about the laws of Wisconsin." ans preserve the bodies of their dead for ages, by simply exposing them to these winds, or to yer before a Mississippi justice: the cold dry air of the mountains. The simoon, from the Arabic summa, signi-

gage was saved, but a considerable quantity the air rises to from 120 deg. to 130 deg., of specie, the ship's plate, and the vessel, are F., and the air is filled with fine particles of quartz sand, which are hot and burning to the by the severity with which their friends spectouch and intensely irritating to the eyes, ulated on their gay plumes, necklaces, rings, throat and langs of the luckless traveller who is overtaken by this fearful blast. The thirsis evertaken by this fearful blast. The thirsty air drinks up, with equal avidity, the moisture of his body, through the pores of his skin, (thus increasing his already raging thirst,) the heart is full of rediculous notions, it is and through the pores of his leathern bottle.

The sixocco is the name given to an extremely hot but moist wind, which prevails from the S. E., on the islands of the Mediterranean, and along the Italian shores. It, like the simoon, is charged with fine sand, which it receives from the African deserts, while its moisture is taken from the Mediterranean .-During the summer and autumn it is peculiarly distressing to the inhabitants of those regions; an oppressive sensation of heat is then felt, the skin is then bathed in perspiration, the body becomes weak and languid. and the mind dispirited." These effects are produced by the great heat, which creates a need of increased perspiration, and by the

A Domestic Duet.

[The Boston Post versifies a scene at the reakfast table, between a romantic husband and his sensible wife .--]

ROMANTIC HUSBAND. Thou art my love !- I have none other But only thee-but only thee. SENSIBLE WIFE. Now, Charles, do stop this silly brother,

And drink your tea-your cooling tea! ROMANTIC HUSBAND. Your eyes are diamonds-gems refined-

Your teeth are pearl-your hiar is gold. BENSIBLE WIFE. Oh! nonsense now!-I know you'll find Your cutlets cold-exceeding cold.

BOMANTIC HUBBAND. Where'er thou art, my passions burn;-I envy not the monarch's crown! SENSIBLE WIFE.

Put some hot water in the urn, And toast this bread, and toast it brown! ROMANTIC HUSBAND.

Had I Golconda's wealth, I say,
'Twere thine at will, 'twere thine at will; SENSIBLE WILE. Then let me have a check to pay, The butcher's bill-the baker's bill!

ROMANTIC HUSBAND. Oh! heed them not, my trembling flower;-If want should press us, let it come!

SENSIBLE WIFE. And, apropos, the bill for flour Is quite a sum-an unpaid sum. ROMANTIC BUSBAND. So rich in love—so rich in joy No change our cup of bliss can spill—

SENSIBLE WIFE. Now, do be quiet ;-you destroy My cambric frill-my well-starched frill,

ROMANTIC HUSBAND. Ha! senseless, soulless, loveless girl, To sentiment and passion dead! BENSIBLE WIFE.

A moment since I was your 'pearl,' Your 'only love'-at least you said. ROMANTIC HUSBAND. (gravely) I spoke it in the bitter jest

Of one his own deep sadness scorning SENSIBLE WIFE (rather foolishly.) Well, candour is at all times best ;--I wish you, sir, a fair good morning! II.

A new anecdote of John Randolph of Roanoke is always welcome, this is given by the Norforlk News:-

He was traveling through a part of Virgina with which he was unacquainted; during the meantime, he stopped during the night at an inn near the forks of the road. The inkeeper was a fine gentleman, and, no doubt, one of the first families of the Old Dominion. Knowing-who his distinguished guest was, he endeavored during the evening to draw him into a conversation, but failed in all his efforts. But in the morning when Mr. Randolph was ready to start, he called for his bill, which on being presented, was paid. The landlord, still anxious to have some conversation with

him, be began as follows:-'Which way are you travelling, Mr Ran-dolph?' 'Sir!' said Mr. Randolph with a

look of displeasure. 'I asked,' said the landlord, 'which way are you travelling?

'Have I paid you my bill?' Do I owe you anything more?"

'Well, I'm going just where I please; do

The landlord by this time got somewhat ounty heartily approve of the sentiments of excited, and Mr. Randoph drove off. But, to the circular relating to the selection of Lorin the landlord's surprise, in a few minutes sent being out of hearing distance the landlord spoke at the top of his breath, 'Mr. Randolph, you don't owe me one cent, just take

> 'It is said the air turned blue with curses of Randolph.'

Bursts of Eloquence.

The following bursts of eloquence was delivered before a court of justice in Pennsylva-

"Yours honor sits high on the adorable seat of instice, like the Asiatic rock of Gibrattar while the eternal river of mercy, like the cadaverous of the valley, flows meandering at

The following is the commencement of a speech of a lawyer in New Jersey: Your honors do not sit there like marble statutes to be wafted about by every idle

Another orator thus commencee his harangue:
"The important crisis which were about to

arrive have arroven."

Another thus expatiated: "The court will please to observe that the gentlemen from the east has given them a very learned speech. He has roamed with old Romulus, socked with old Socrates ripped with Eripides, and canted with old Canthari-

Extract from the argument of a young law-

"May it please the court-I would rather live for thirteen hundred conturies on the fying hot and poisonous, is the name applied small end of a thunder bolt-swallow the cor-

propriety in wearing these things? "By no means," was the prompt reply, when proper to hang out the sign."

Wood Going.

The editor of the Maumee River Times, whose wood pile is subject to untimely decay, thuse expresses his feelinks upon the subject: If a body see a body carrying off his wood, Should a body whate a body—If a body could?

the management of the Home Department. and give her, as Secretary, the control of the different bureaus? but don't let her have anything to do with the War Department

Every married man should let his wife have

"Mr. Jones, don't you think marriage is a moisture, which, at the same time, almost en- means of grace?" "Certainly, my dear, any Read all the Advertisements in this tirely prevents perspiration .- Ohio Journal of thing is a means of grace that breaks up pride and leads to repentance."